

WHAT IS CLAIMED IS:

1. A model aircraft having a landing gear assembly comprised of:
a mounting block; and
a pair of landing gear struts attached to the mounting block.
2. The model aircraft of claim 1, wherein the mounting block includes an individual attachment point for each landing gear strut comprising the pair of landing gear struts.
3. The model aircraft of claim 2, wherein:
the mounting block has a planar surface having a first side and a second side, and
the second side of the planar surface defines a channel with respect to a first and a second edge of the mounting block;
the planar surface defines a pair of slits; and
at least one of the pair of slits surrounds a portion of an individual attachment point.
4. The model aircraft of claim 3, wherein each of the landing gear struts includes:
a first portion defining a hole and having an inclined first edge, the first portion oriented substantially parallel to the planar surface of the mounting block;
a second portion adjacent to and angled less than 90° with respect to the first portion; and
a third portion adjacent to the second portion and oriented at a substantially right angle to the first portion.
5. The model aircraft of claim 4, wherein:
the first portion of one of the pair of landing gear struts is a mirror image of the first portion of the second of the pair of landing gear struts.

6. The model aircraft of claim 4, wherein:

the mounting block is positioned within a fuselage of a model airplane, the fuselage having a top and a bottom and opposing sides, the opposing sides each defining an opening, and the mounting block positioned such that the first side of the planar surface is oriented toward the top of the fuselage;

the first portion of one of the pair of landing gear struts passes through the opening in one side of the fuselage; and

the first portion of the second of the pair of landing gear struts passes through the opening in the opposing side of the fuselage,
whereby the hole in the first portion of each of the pair of landing gear struts engages an individual attachment point.

7. The model aircraft of claim 4, wherein:

the first portion of each of the pair of the landing gear struts has a second end;

the first end has a first width;

the second end has a second width;

and the second width is greater than the first width.

8. The model aircraft of claim 7, wherein the channel has a width equal to twice the first width of the first end.

9. The model aircraft of claim 4, wherein a wheel is attached to the third portion.

10. The model aircraft of claim 4, wherein the second portion is angled approximately 45° with respect to the first portion.

11. The model aircraft of claim 6, wherein the second side of the planar surface is oriented toward the top of the fuselage.

12. The model aircraft of claim 1, wherein the mounting block is made of a nylon material.

13. The model aircraft of claim 1 wherein the model is radio-controlled.
14. A landing gear assembly comprised of:
a mounting block; and
a pair of landing gear struts attached to the mounting block.
15. The landing gear assembly of claim 14, wherein the mounting block includes an individual attachment point for each landing gear strut comprising the pair of landing gear struts.
16. The landing gear assembly of claim 15, wherein:
the mounting block has a planar surface having a first side and a second side, and the second side of the planar surface defines a channel with respect to a first and a second edge of the mounting block;
the planar surface defines a pair of slits; and
at least one of the pair of slits surrounds a portion of an individual attachment point.
17. The landing gear assembly of claim 16, wherein each of the landing gear struts includes:
a first portion defining a hole and having an inclined first edge, the first portion oriented substantially parallel to the planar surface of the mounting block;
a second portion adjacent to and angled less than 90° with respect to the first portion; and
a third portion adjacent to the second portion and oriented at a substantially right angle to the first portion.
18. The landing gear assembly of claim 17, wherein:
the first portion of one of the pair of landing gear struts is a mirror image of the first portion of the second of the pair of landing gear struts.

19. The landing gear assembly of claim 17, wherein:

the mounting block is positioned within a fuselage of a model airplane, the fuselage having a top and a bottom and opposing sides, the opposing sides each defining an opening, and the mounting block positioned such that the first side of the planar surface is oriented toward the top of the fuselage;

the first portion of one of the pair of landing gear struts passes through the opening in one side of the fuselage; and

the first portion of the second of the pair of landing gear struts passes through the opening in the opposing side of the fuselage,
whereby the hole in the first portion of each of the pair of landing gear struts engages an individual attachment point.

20. The landing gear assembly of claim 17, wherein:

the first portion of each of the pair of the landing gear struts has a second end;

the first end has a first width;

the second end has a second width;

and the second width is greater than the first width.

21. The landing gear assembly of claim 20, wherein the channel has a width equal to twice the first width of the first end.

22. The landing gear assembly of claim 17, wherein a wheel is attached to the third portion.

23. The landing gear assembly of claim 17, wherein the second portion is angled approximately 45° with respect to the first portion.

24. The landing gear assembly of claim 19, wherein the second side of the planar surface is oriented toward the top of the fuselage.

25. The landing gear assembly of claim 14, wherein the mounting block is made of a nylon material.